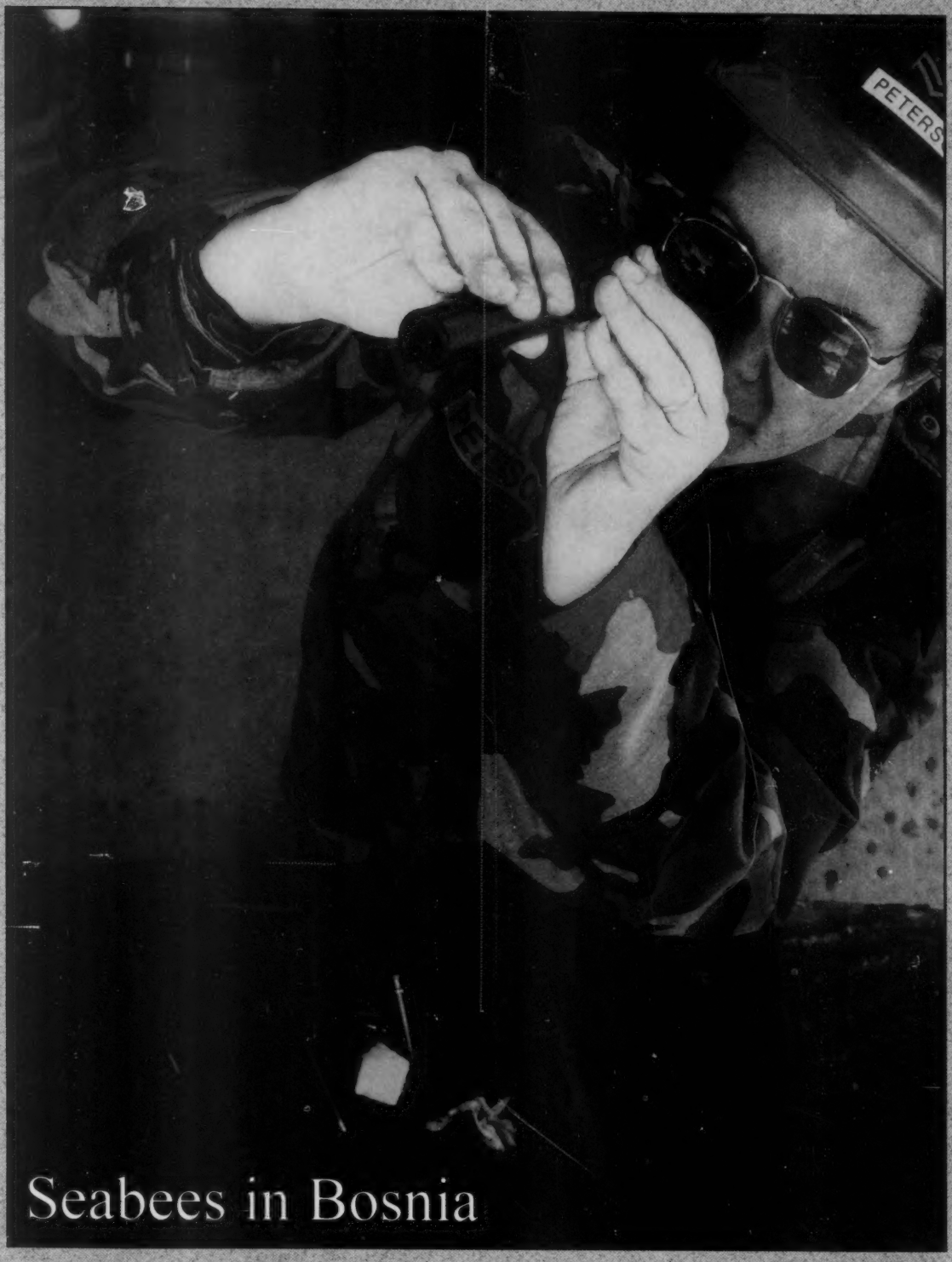
NAVY CIVIL ENGINEER

Fall/Winter 1996 Vol. XXXV Issue 1



Seabees in Bosnia

UNITED STATES NAVY
NAVAL FACILITIES ENGINEERING COMMAND

UNITED STATES NAVY
CIVIL ENGINEER CORPS

SEABEES

Cover Photo: Utilitiesman 2nd Class Penny Peterson cleans her M-16A1 rifle in preparation for the Seabees supporting *Operation Joint Endeavor* in Bosnia. Peterson is assigned to Naval Mobile Construction Battalion 133, Bravo Company.
(Photo by PH2 Douglas F. Mooney)

David J. Nash
Rear Admiral, CEC, USN
Commander,
Naval Facilities Engineering Command
and
Chief of Civil Engineers

Robert L. Moeller
Rear Admiral, CEC, USN
Vice Commander,
Naval Facilities Engineering Command
and
Deputy Chief of Civil Engineers

Elaine L. McNeil
Public Affairs Officer,
Naval Facilities Engineering Command

Lee A. Bosco
&
Sharon L. Luckett

Editors,
Navy Civil Engineer Magazine

Editorial Offices
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Speaking from Topside

Interview with RADM David J. Nash

As a part of his participation in the Executive Management Development Program, Rick L. Landers, program analyst for the Environmental Programs Division, interviewed Rear Admiral David J. Nash, Commander, Naval Facilities Engineering Command and Chief of Civil Engineers. Nash offered his candid opinions and insightful comments on a wide range of NAVFAC topics.

LANDERS: In 1995, you established an ad hoc team you called "Skunkworks." The Skunks solicited advice from our customers, as well as the entire NAVFAC workforce. What were your expectations and were you surprised at any of the ideas, recommendations or opinions?

NASH: Well ... I'm looking for NAVFAC to be a flatter and more efficient organization. We need to be responsive to our customers. During the early 90s, NAVFAC chose to empower the field and that was good, but to some extent I still see a vital need to move the whole organization forward in unison. Even with a lot of empowerment, I still see a critical need for leadership. Much like a football team that has a quarterback who calls the plays and has options to meet unexpected challenges, NAVFAC will need to focus the team in areas of common interest ... to move the team down the field to score touchdowns. This doesn't mean at times that some players don't pick up the ball and run ... each team player has opportunities to help us all make progress. But, it's hard to imagine a football team working smartly together without the benefit of a quarterback.

When I was under consideration for Chief, I was in the field and had a pretty good understanding of the perceptions out there, and having been a CEC officer for some time, I also understood our technical competencies and capabilities.

Last year when I interviewed for my job with the CNO, I told him that one of the first things I planned on doing, if selected for the job, was to get with our customers and seek direction from them. I then met with all our major customers to get their input on how we could improve our service. The Skunks also met with many of our customers and then organized the data from my meetings and theirs to develop a coherent picture of our customers' thoughts. Basically, the team validated much of what I'd perceived, or at least suspected, and they provided an essential foundation for us to move forward to improve our service to the fleet and other customers.

LANDERS: It is evident that NAVFAC may need to dramatically change if certain events take place. You have discussed a possible loss of the Public Works Centers. That, in and of itself, is a significant change. If you had a crystal ball, what would the command look like in the year 2000?

RADM David J. Nash
CEC, USN

NASH: We're going to get smaller. And we're going to become more customer focused. We'll need to leverage our resources, sometimes through contracting, integrated technologies and possibly outsourcing. At the same time, I am committed to doing what's best for the Navy ... we'll be true to that. We'll get behind Navy leadership and be a positive force. NAVFAC, I believe, will continue to be the Navy's expert in civil engineering, military construction, environmental protection, Seabee logistical support ... our Engineering Service Center is a key part of our ability to function and they will also support our forward looking, creative efforts.

We'll need to work smarter, alongside our customers as partners. The way I see it, we'll either excel or become a millstone around their necks and we definitely don't want that. NAVFAC has to develop an ability to work in those gray areas that will demand creativity, innovation, and some sensible risk taking ... we'll need to calibrate our responses to fit our customers' needs, in order to add value to their goals.

LANDERS: In many people's minds, the command's Total Quality Leadership effort fell short of their expectations. What lessons have we learned from the process we used to embed TQL into our NAVFAC culture and how can we parlay them to our advantage now?

NASH: As you know, I've been a long-time and strong supporter of Total Quality and I believe in it ... as a tool ... not as a religion. Part of the Skunks' recommendations fall within the quality arena and we have established teams working toward properly integrating quality tools, not as an end in themselves, but as part of an overall implemen-

tation strategy to improve our products and services and our people ... again, to better serve our customers.

LANDERS: As the Navy's caretaker of BRAC sites, we may end up as the custodian of a lot of Navy property. Do you see this as an opportunity in disguise or a potential burden that we don't need?

NASH: I see this as an opportunity to support the Navy ... we need to close bases. We can either be passive partners in this process or choose to be aggressive, innovative and creative. We have the capability, the people, to move out in high fashion and get the job done. I believe that we need to do our best to transfer BRAC property so that the Navy can meet the more critical demands of flying airplanes, sailing ships and taking care of our Sailors. I'm committed to NAVFAC doing its best to transfer unneeded property to the states and local communities. It's in the Navy's best interests and in surrounding communities' best interests. There are a lot of hurdles ... but still, if anybody can do the job, NAVFAC can.

LANDERS: There has been some discussion that one of NAVFAC's main problems is "middle management." Is this just somebody stereotyping for convenience, or do we really have significant shortfalls in the middle management arena?

NASH: Yes, I'm aware that middle managers throughout the country are taking some hits. But, I think we need to realize that middle managers are caught between two distinct levels .... upper management who make certain demands and their subordinates who have their own expectations. Middle managers must continually balance the needs of both and try their best to please everyone ... a tough job in anybody's book. So, they tend to be a somewhat maligned group. But, I don't see that we have a malaise of problems in our middle management area. We've got good strong managers. We are all working in a different world, and we all must make adjustments in order to thrive in such a competitive and unsettling era.

LANDERS: On several occasions you've used the phrase "we need to get out of the box," as well as emphasizing the need for employees to "take sensible risks." Would you please explain what these phrases mean to you?

NASH: Well, the box we're in is "the way we've been doing things," like procurement regulations or those things that we've done and found to be "tried and true." We need to figure out what's important now, what are our customer's priorities and we need to be willing, as a Command and as individuals, to try new things ... to be innovative in ways to match our services with their priorities. Now, that doesn't mean we take risks without a potential for a return. But, what I call sensible risks and I have a basic faith in our people that they will do the right thing. We need to trust each other to take chances, that of course are ethical, to improve our products and services. The end result is to be able to smartly apply our knowledge in new and innovative ways, faster, and at lower overall costs.

LANDERS: What are NAVFAC's most significant strengths? Weaknesses?

NASH: Without a doubt, the men and women of NAVFAC are our greatest assets ... our strengths. We have a great team at NAVFAC who are technically very competent and I believe capable of meeting the challenges that we're facing and will certainly rise to the occasion. We have an imperative to change, and we can either act or be acted upon. We need to be proactive in the present to be prepared for our future.

As far as weaknesses, I don't really think we have any significant weaknesses. I tend to think in terms of opportunities. We have a strong group of competent engineers, contracting specialists and others who I really believe are fully capable of meeting the demands of the Navy shore establishment.

We have a vision, we're developing a plan with specific actions, and we intend on installing metrics or ways to measure our progress. And one of the key things for all of us to do is to connect with our customers. We need to listen to the voices of our customers in order to improve our products and services. And we need to develop marketing strategies that highlight our measurable successes. We will thrive when we recognize that we live in a marketplace and our customers have options to choose between our services and other service providers. We also need to acknowledge when we falter ... this is all part of developing long-term customer relationships. The key here is to focus on improvement, learn from our mistakes, and continually address the immediate and long range needs of our customers. That's our future.

LANDERS: You have been a naval officer for several years now. The saying goes that, "It's not a job, it's an adventure." Is it still an adventure?

NASH: Thirty years ... it's been great. I look back and think about when I was younger and to think that I've reached a goal that I'd hoped for, but never really knew that I'd reach. I now have a unique opportunity to serve the Navy during a time of massive change. Yes, as trying as it can be at times, for all of us, I am having fun and it continues to be an adventure.

Two Civil Engineer Corps officers selected for rear admiral

Rear Admiral (Sels) Peter W. Marshall, CEC, USN, and Robert C. Marlay, CEC, USNR, have been selected for promotion to rear admiral (lower half).

RADM (Sel) Peter W. Marshall, CEC, USN

RADM (Sel) Robert C. Marlay, CEC, USNR

RADM (Sel) Marshall is commander of the 22nd Naval Construction Regiment and deputy commander of the Second Naval Construction Brigade based at Little Creek Naval Amphibious Base in Norfolk, Va.

"My selection is in large part a reflection of the professional team of military and civilians with which I've been associated over the past 24 years," Marshall said.

His tours with the Naval Construction Force have included service with Naval Mobile Construction Battalion 58, deployed to Vietnam in 1969; officer in charge of Underwater Construction Team Two from 1977 to 1980 and commanding officer of Amphibious Construction Battalion One from 1985 to 1987. He completed a three-year tour as fleet civil engineer for Commander in Chief, U.S. Naval Forces Europe, London, England.

His public works experience includes tours at Naval Station, Rota, Spain; Naval Air Propulsion Test Center, Trenton, N.J.; and Mare Island Naval Shipyard, Vallejo, Calif. The capstone of his public works tours was command of Public Work Center, San Francisco Bay from 1990 to 1992.

RADM (Sel) Marlay is from the naval reserve side of the house. A graduate of the ROTC program at Duke University, Marlay has been assigned to numerous reserve commands, mostly within the Naval Construction Force. In his 25 year career, Marlay has commanded Naval Mobile Construction Battalion 23, served as assistant chief of staff for Manpower and Contingency Planning, Reserve Division, of the Naval Facilities Engineering Command and was part of an OPNAV Team in the Persian Gulf, assessing the performance of 2,850 mobilized reserve Seabees and their support of the Naval Construction Force and the Marine Expeditionary Force during the Gulf War.

Recently he was assigned to the Second Naval Construction Brigade, an integrated active-reserve organization. He is currently assigned to the Reserve Naval Construction Force Support Command at Gulfport.

As a civilian, Marlay is a senior executive service employee with the U.S. Department of Energy. He is also on the board of directors and is vice president for finance of the Seabee Memorial Schoolarship Association.

CEC flag billet realignment

By CDR Hank Chase

As an active duty Civil Engineer Corps (CEC) officer working directly for our senior reserve CEC flag officer at Naval Facilities Engineering Command Headquarters, I often learn of consequential decisions before my associates in the field, particularly decisions that affect the reserves.

Rear Admiral David J. Nash, CEC, USN, Commander Naval Facilities Engineering Command, and Chief of Civil Engineers, recently moved the reserve two-star Commander, Second Naval Construction Brigade (NCB) billet to the staff of NAVFACHQ as Vice Commander for Total Force Integration and Contingency Engineering and "double hatted" the active-duty Commander, Atlantic Division, Naval Facilities Engineering Command (LANTDIV) as Commander, Second Naval Construction Brigade.

The initiative to locate the senior reserve flag at NAVFACHQ is consistent with the Navy's "Total Force" concept of integrating active and reserve forces as closely as possible. The restructuring provides a single leadership chain for the Navy's facilities management mission accomplishment, improves coordination of engineering policy and planning, gives greater emphasis to contingency doctrine and planning, and formally places for the first time active and reserve CEC and Seabee community management functions under the Chief of Civil Engineers.

To replicate this active-duty/reserve "synergy" in the field, RADM Nash has also decided to move the two reserve CEC rear admiral (lower half) billets to Pacific Division, Naval Facilities Engineering Command (PACDIV) at Pearl Harbor and LANTDIV at Norfolk.

The one star reserve mobilization billet which is now at Commander, Naval Forces Europe (NAVEUR) (Deputy Chief of Staff for Engineering) will be relocated to PACDIV as Vice Commander for Reserve Affairs with additional duty as Deputy Commander, Third NCB. The other one star reserve mobilization billet currently at NAVFACHQ (Deputy Commander for Acquisition) will move to LANTDIV to be Vice Commander for Reserve Affairs with additional duty as Deputy Commander, Second NCB.

In the reserve world, flag officers have *gaining* commands where they'd go in time of war (mobilization billets) and *drilling* commands where they train to perform their mobilization billet duties. Sometimes gaining commands and drilling commands are the same unit, often they are not.

The reserve flag billet realignment means each reserve CEC flag officer will now "drill" at the same command to which he or she would mobilize: the two star and the two one stars will drill at NAVFACHQ, PACDIV and LANTDIV respectively, and mobilize to same. Training or "drilling" for the very job they'd do in war makes perfect sense!

Another initiative will involve integrating the Reserve Naval Construction Force Support Command (RNCFSC) into NAVFACHQ. Many of the administrative functions the RNCFSC performs for reserve Seabees and reserve CEC officers (community management, training and other associated functions) will be absorbed by NAVFACHQ. Other functions such as order writing for reservists going to annual training will be handled by Commander, Naval Surface Reserve Force. RNCFSC's readiness commander responsibilities which include providing properly trained and outfitted forces for the NAVFAC augment units will similarly pass to NAVFACHQ.

RADM Nash and our other flag officers (active and reserve) are deeply committed to total integration of our active and reserve forces. The new realignment will make us a stronger, more potent service provider by aligning ourselves as closely and seamlessly as possible with our reserve associates. I am excited by that prospect and by the future of the "Total Force" Civil Engineer Corps and Seabees.

CDR Hank Chase was the executive assistant to the vice commander for reserve affairs and contingency engineering, NAVFACHQ, Alexandria, Va., when this article was written. He is currently the public works officer at the Naval Postgraduate School, Monterey, Calif.

Seabee divers repair Norfolk pier

Story and photos by Daryl C. Smith

Seabee divers from Underwater Construction Team (UCT) One recently demolished and removed a large section of a concrete pier that collapsed during high winds at Naval Base Norfolk last winter. Among rows of Navy surface ships moored along the waterfront, the 125-foot long pier section was under about 30 feet of water. Starting in early March, a team of about 15 Seabees from UCT One, based at the Little Creek Naval Amphibious Base in Norfolk, began demolishing the submerged structure. By drilling holes in the concrete and placing explosives, the Seabees blasted the pier into smaller sections that could be lifted out by crane.

A Seabee diver enters the water during the pier demolition project at Little Creek Naval Amphibious Base.

"It's been a real good job for us, because we get experience in different skills like drilling, cutting, explosive placement, rigging and using hot water suits," said Senior Chief Builder (MDV) Davy Daniels. Hot water suits use heated water circulated through tubing inside to keep the divers from getting too cold during lengthy dives. The water was about 40 degrees when the project began, and dives often lasted three to four hours. "This is the first demo pier removal I've done and the first time I've drilled with a hydraulic drill. It's good training for all of us," said Equipment Operator 3rd Class (DV) Wayne A. Walker after emerging from the water. He explained that the water was pretty murky, but the visibility was about five inches, which was better than usual.

According to Builder 1st Class (SCW/DV) Douglas E. Thurlow project supervisor for the job, about six weeks of planning and coordination with other participants such as port operations, public works, staff civil and explosive ordnance disposal was required prior to beginning the project.

After conducting initial survey dives, the Seabees marked the corners of the submerged pier with buoys. "Visibility was zero," Thurlow said. "Everything had to be done by feel." The pier had broken into two sections, and because it had been pushed over sideways, the deck was laying on top of its piles on one side.

The first step was to remove as many of the wooden fendering piles as possible to help clear the site. Next, they built an aluminum template to

place over the submerged pier. This showed the divers where to drill holes for placing the explosives to break the large decking sections between the supports. Remaining reinforcing bars were cut with hydraulic saws. The process of drilling, blasting and cutting lasted about two months.

Special, diamond-tipped drill bits were used to cut through the steel-reinforced concrete to drill rows of 22 holes for the explosive charges. Because the pier is on the waterfront of a busy Navy base, with various warships nearby, the blasts had to be carefully controlled. Members of the base Explosive Ordnance Disposal Team were on hand to help ensure safety during the project. New, non-electric detonators were used with the C-4 explosives to eliminate the risk of electric detonators accidentally being set off by ship radar or electronic systems.

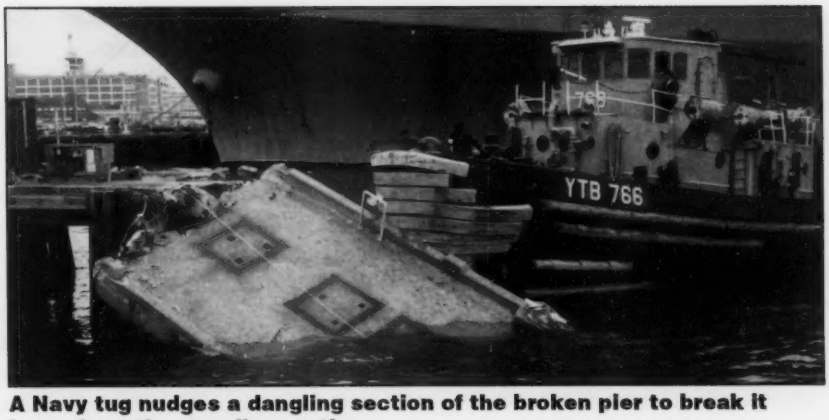
Some of the work, other than blasting, was done at night to avoid interfering with regular waterfront operations. Once the blasting was complete, the divers worked with crane operators to remove about 600 tons of concrete and steel debris from the bottom. Feeling their way around the blasted debris, the divers rigged slings around the concrete chunks. A 100-ton floating crane lifted the sections out and placed them on a barge for removal.

"Our crew did an exceptional job under very arduous, muddy conditions. They kept a good, positive attitude throughout the job," BU1 Thurlow said. The project was completed on June 14, 1996.

Daryl C. Smith is the public affairs officer at Second, Naval Construction Brigade, Norfolk, Va.

Underwater explosives are set off to break up the submerged debris.

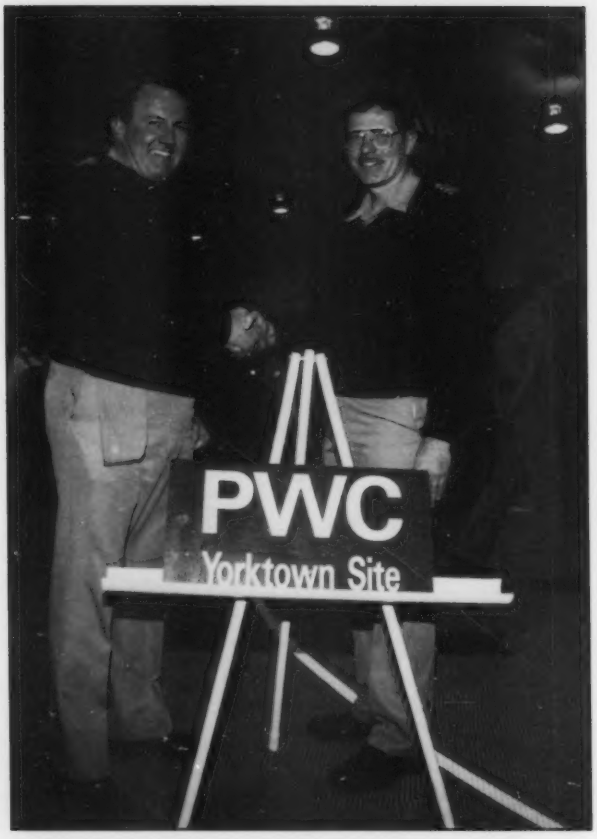
Broken sections of concrete are lifted out of the murky water by a floating crane.



A Navy tug nudges a dangling section of the broken pier to break it loose from the standing portion.

PWC Norfolk -- 'Provider of choice'

By Frank Strike



CAPT Ford Stryker, Commanding Officer, PWC Norfolk and CAPT Stan Denham, Commanding Officer, WPNSTA Yorktown, make the consolidation official by unveiling the PWC Yorktown Site sign. (Photos by John B. Land)

The Naval Weapons Station Yorktown's (WPNSTA Yorktown) Public Works Department consolidated with the Navy Public Works Center (PWC) Norfolk to form the PWC Yorktown Site on Feb. 4, 1996. This consolidation occurred because WPNSTA Yorktown selected PWC Norfolk as its "Provider of Choice" for public works services.

The consolidation is truly a win-win opportunity which will improve fleet readiness, expand PWC Norfolk's customer base and provide numerous mission related benefits to WPNSTA Yorktown. The concept of operations for this consolidation combines the capability and economy of a large public works center with the mission responsiveness of a small public works department. The decision to transfer public works services was based on this concept of operations and a business feasibility study that will:

- Reduce public works' labor overhead by approximately 45 percent
- Save millions of dollars annually based on a FY94 baseline analyses
- Improve the quality and condition of WPNSTA Yorktown's transportation fleet
- Broaden public works' technical/professional base of expertise
- Provide full cost visibility through PWC Norfolk's extensive management information system
- Improve customer service based on economies of scale and depth of resources available

The business feasibility study showed an approximate 45 percent reduction in labor overhead which was accomplished by consolidating functions and, therefore, reducing the number of required supervisors. The number of administrative personnel could also be significantly reduced by consolidating functions within the site and by utilizing PWC Norfolk for various services.

The total cost of operations could be reduced based on these economies of scale, lower utility rates, and a

much improved transportation fleet. A detailed analysis was completed comparing total costs of the Public Works Department compared to the total cost of a Public Works Site organization. It was determined that the savings would vary from between $2 to $4 million annually. This estimate was based on the size of the station's MRP budget for a particular fiscal year and the amount of investment dedicated for major maintenance and repair projects to the utility distribution systems.

PWC Norfolk has a large maintenance staff of custom builders, over 600 engineers and contract specialists, and virtually all types of heavy equipment and cranes which enables the sites to maintain relatively low staffing levels and to utilize PWC Norfolk to meet surge requirements. PWC Norfolk's expertise in the utilities arena, along with their ability to effectively negotiate lower utility rates, increases efficiencies, saves money, and contributes to a much more reliable system.

The concept of operations for the PWC Yorktown Site was developed on sound organizational principles. First, the PWC Yorktown Site is customer driven and physically located in proximity to its customers. The customer determines what work needs to be done while PWC executes the work. Secondly, the PWC Yorktown Site organization has organic capability (maintenance, transportation, utilities, engineering, and contracts) tailored to WPNSTA Yorktown's mission. The in-house versus contract workload mix is continually reviewed to ensure it reflects the best business decision for the customer and the PWC Yorktown Site.

The process used to achieve the concept of operations and an organizational structure conducive to the needs of an ordnance station was a team approach, which was facilitated between functional managers from PWC Norfolk and WPNSTA Yorktown.

This highly productive partnership reengineered the Public Works Department into a Base Civil Engineer (BCE) Department and a PWC Yorktown Site organization. The BCE manages all facility assets, transportation requirements, the station's environmental program, family housing, facility finances, and the self-help program. The PWC Yorktown Site organization has the core capability to provide efficient day-to-day "public works type" service for the WPNSTA Yorktown and its tenants while receiving specialized support above normal operations from consolidated Norfolk offices. In a time of downsizing, the consolidation ensures that WPNSTA Yorktown will have the resources necessary to meet virtually any crisis.

"It's rare that a consolidation of this magnitude starts at the grass roots to form a partnership to better serve all our customers."
--Captain Jim Evans

A ceremony was held to commemorate this very significant event. Guest speakers included Captain Jim Evans, Commanding Officer, Naval Ordnance Center, Atlantic Division; Captain Stan Denham, Commanding Officer, WPNSTA Yorktown; and Captain Ford Stryker, Commanding Officer, PWC Norfolk.

Evans referred to the consolidation as a "win-win situation that gets the job done at a reduced cost. It's rare that a consolidation of this magnitude starts at the grass roots to form a partnership to better serve all our customers," he said.

"WPNSTA Yorktown chose PWC Norfolk as its provider of choice for execution of transportation, utilities, maintenance, contracting, and engineering services," said Denham. "It's PWC's core mission and they are good at it. It's a sound business decision that will also enhance mission support and provide consistent stable rates. This is the right decision for the Navy, the right decision for the Fleet, the right decision for the Naval Ordnance Center, the right decision for Yorktown, the right decision for the employees and most importantly, the right decision for our customers."

Stryker was impressed with the warm welcome that PWC received at WPNSTA Yorktown. He stressed the importance of *customers*, *value* and *employees*. "You cannot deliver value to the customers without excellent employees," he said. Stryker went on to challenge all employees to be efficient and to provide cost-effective services. He then challenged management to provide the employees with the right tools, the right trade, the right materials, and the right equipment to do their jobs efficiently.

Management will utilize performance indicators to track response times, turn around times and backlog. Continuous process improvements will be made.

PWC Norfolk was the provider of choice for public works services at WPNSTA Yorktown because it is their core business, they offer highly competitive stable rates, they have an excellent track record, they will improve WPNSTA Yorktown's surge capacity to meet their mission requirements, and they have established a Total Quality Leadership system that ensures continuous improvements.

Frank Strike is the utilities department head at PWC Norfolk.

Naval Facilities Engineering Service Center moves to new site

By Lori Lee

The Naval Facilities Engineering Service Center (NFESC) moved to Construction Battalion Center Port Hueneme, Calif., from its location at the former Naval Civil Engineering Laboratory (NCEL) site in the city of Port Hueneme.

Ground was broken for construction of a new NFESC building on June 24, 1994. On June 4, 1996, the ribbon cutting ceremony was held at the now-occupied building with the Honorable Robert B. Pirie, Jr., Assistant Secretary of the Navy (Installations and Environment), as the keynote speaker.

The 187,000 square-foot, 20 million-dollar building was created from an 18 page request for proposal. Experience with implementing off-the-shelf technology and energy efficiency was key to contractor selection. In-

The Honorable Robert B. Pirie, Jr. (center), Assistant Secretary of the Navy (Installations and Environment), cuts the ribbon for the new NFESC building.

stead of using military and federal specifications and standards, the design-builder was encouraged to use commercial and industry standards applicable to private sector developments. This was the first Naval Facilities Engineering Command (NAVFAC) solicitation using video submittals as part of the proposal process. Video tapes allowed proposers to explain the nuances and philosophy of their proposals in an easy-to-understand format. Designer/builder Harper Nielson created the BRAC-funded building with Morimoto and Associates contributing consultation on the interior finishes.

A project of this scope typically can require five years from concept to delivery. The NFESC building was completed in less than three years using a minimalist design and expedited source selection. By delivering the project two years early, a total of $2.5 million was saved by reducing design development and facilities operation/maintenance costs. A close partnership with the design-builder, Navy project management, and the Navy end-user enhanced the fast-tract results.

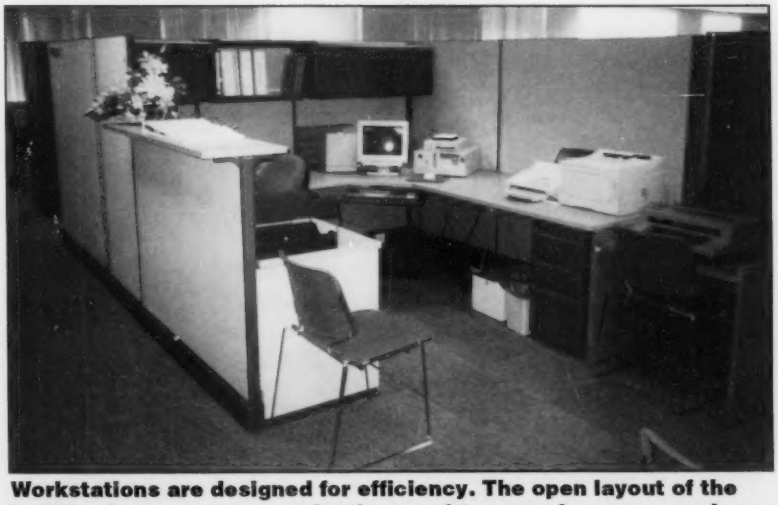
The building was designed with an eye to the future. Normally, Navy buildings are designed and constructed around fixed space using today's requirements. This facility was designed to allow for space and utility reconfigurations so that layout and building use could change in response to market demand for NFESC services. The open layout of the building has already resulted in improved communications and teamwork among employees.

For energy efficiency, the building makes extensive use of natural lighting and ventilation, infrared heating systems, direct digital controls, electronic occupancy sensors for lighting and plumbing, high efficiency/low wattage lighting and high efficiency heating and refrigeration systems. The building meets numerous Southern California Edison design excellence criteria and California Title 24 Standards. Edison acknowledged the building's achievements with a $35,000 rebate check presented at the ribbon cutting ceremony.

Front entrance to NFESC. Pleasant surroundings enhance the workplace atmosphere at NFESC.

Pirie stated, "This ribbon cutting is a significant milestone as the Navy moves through the complex and difficult realignments and closures brought about through the base realignment and closure process. Today's ribbon cutting, along with the transfer of property previously occupied by the Naval Facilities Engineering Service Center and before that by the Naval Civil Engineering Laboratory is a true win-win situation. It is a win for the community and a win for the Department of the Navy."

Lori Lee is the public affairs officer at Naval Facilities Engineering Service Center, Port Hueneme, Calif.



Workstations are designed for efficiency. The open layout of the building improves communications and teamwork among employees.

Left: Adverse weather conditions were only one of the obstacles the Seabees of NMCB 133 had to overcome at Camp McGovern, Dubrave, Bosnia. (Photo by PH3 Keith W. Devinney) Below: UTCS John Riker of NMCB 133 inspects CECN Chevon Reed as the Seabees prepare to deploy to Bosnia. (Photo by PH2 Douglas F. Mooney)

Mission to Bosnia

NMCB 133 deploys to *Operation Joint Endeavor*

By LT Donna Murphy and LT Brent S. Miller

Four days before Christmas 1995, approximately 170 men and women from Naval Mobile Construction Battalion 133 left the comfortable confines of Naval Station Rota, Spain, and went off to help prevent a war.

Officially, the United Nations/NATO presence in Bosnia-Herzegovina is called a peacekeeping mission, but it could just as easily be called a war-prevention mission. The men and women of NMCB 133, who were called upon to provide the kind of support only Seabees can provide, knew they were going into a potentially hostile environment. But they also knew they had to live up to the Seabee tradition of getting the job done under arduous conditions.

The "Kangroos" of NMCB 133 had already been in the heart of a seven-month forward deployment from their Gulfport, Miss., home base when the call for construction

support for the NATO mission in Bosnia was sent out. The Seabees responded in their well-known "can-do" style.

There were thousands of U.S. Sailors supporting the United Nations' *Operation Joint Endeavor* in the Adriatic Sea, but the Seabees of 133 were among a handful of Sailors serving ashore in the former Republic of Yugoslavia.

The primary mission of Seabee battalions is to provide construction support for Naval and Marine Corps forces in unsecured and isolated locations. In *Joint Endeavor*, the customer was the U.S. Army and the primary tasking was to build base camps for the U.S. Implementation Forces (IFOR) troops in the U.S. sector of Bosnia-Herzegovina.

In just 70 days, the "builder-fighters" of 133, dubbed Detail Juliet Echo, constructed tent decks; erected 470 general purpose and temper tents; installed electrical wiring and outlets in each tent; built 58 wooden latrines, shower and galley tents; and constructed nearly 10,000 linear feet of plank and plywood sidewalks, and 67,500 square feet of gravel hardstand.

"It's a great feeling to be able to do something like this," said Builder 1st Class Jerry Baker of South Bend, Ind.

Additionally, the Kangroos completed 99 other projects ranging from construction of foot bridges, gear racks, tables and benches to rehabilitating bombed-out buildings which would serve as command centers, workshops and recreation buildings for the 6,000 Army troops remaining in the U.S. patrolled sector for the next year.

In Dubrave, headquarters for the Ready First Combat Team, Kangroos rehabilitated a bomb-damaged school which would be temporarily used in conjunction with *Operation Joint Endeavor*. Improvements to the school included installing plywood and plastic over holes and broken windows, as well as wiring the building for electrical service. In addition to the 9,000 feet of electrical wiring, the construction electricians of Detail *Juliet Echo* installed circuit panels, 125 electric receptacles, and nearly

Storekeepers prepare loaded pallets with food supplies and construction materials to be shipped to Bosnia. (Photo by PH2 Douglas F. Mooney) Below: SW2 Nathaniel Poke of Ashburn, Ga., works to erect a general purpose tent at Camp Colt in Bosnia. (Photo by PH3 Keith W. Devinney)

100 florescent lighting fixtures.

The camps constructed were Staging Area (SA) Harmon, Brigade Operating Base (BOB) Kime, and Camps McGovern, Colt, Walker, and Tucker. SA Harmon, located in Croatia at the site of the Sara River Bridge Crossing, was the first camp constructed.

At each site, the Army showed its appreciation. In the words of Specialist John Scarbrough of San Antonio, Texas, assigned to the Army's 303 Military Intelligence, J-Stars, "Everyone at the 1st Brigade thinks the Seabees are an outstanding unit and we would hope to work with them again anytime."

The success of the Seabee's 70-day mission can be attributed to training and planning conducted at Naval Base Rota, Spain, before the detail departed for Bosnia. Cold weather training and state of the art cold weather gear made weather conditions bearable. And the Seabee trait of being self-sufficient meant that extensive planning would ensure their was more than enough equipment and material on hand to do the job. True to their World War II founders, NMCB 133 arrived in the European theater ready and able to commence work. "It's great to finally see all the training kick-in," said Construction Electrician 3rd Class Charles Euton of Columbus, Ohio.

The rapid deployment marked one of the largest single unit airlifts in Seabee history. Twenty aircraft departed Rota carrying 560 tons comprised of: 68 pieces of rolling stock (trucks, bulldozers, Humvees, etc.) and 172 passengers. An additional 270 tons of materials was flown in from Gulfport, Miss., on six aircraft. In the spirit of *Operation Joint Endeavor*'s name, the Seabees deployed aboard the Air Force's newest aircraft, the C-17.

Resupplies included two more vehicles, 30 tons of cargo and 25 additional Kangroos. Despite the constant threat from an estimated six million anti-personnel mines, the Kangroos conducted their own tactical convoys to move equipment, materials and passengers between supply points and from camp to camp.

Upon departing Bosnia-Herzegovina, the Kangroos convoyed to Taszar, Hungary, where the entire detail underwent medical screening and prepared for the trip back to Rota, Spain.

Army Captain Steve Middlecamp of the 67th Combat Support Hospital in Taszar, Hungary, said the medical inspections were standard procedure for troops serving in *Operation Joint Endeavor*. "Everyone in theater for 30 days or more go through this screening," he said.

The Seabees accepted the screening process in stride. "It's worth it so we can go back (to Rota) knowing we are O.K.," stated Builder Constructionman Apprentice Terry Hoyt of Elgin, Okla.

Detail Juliet Echo returned to Rota in March. Most arrived directly from Hungary by aircraft. Thirteen arrived later after traveling by train to Italy. The heavy equipment and material returned by train and ship rather than by air transport.

After a week of cleaning and turning in their combat and cold weather gear, the Kangroos returned to their regular duties within the battalion and throughout Europe. NMCB 133 continued their scheduled deployment until their return to Gulfport, Miss., in June 1996.

The proud Seabees of NMCB 133 can take great pride in their contributions to NATO's Implementation Force, knowing they were part of turning the horrors of war into a promise of peace in the former Yugoslavia.

LT Donna Murphy is a public affairs officer at the Navy Office of Information, Washington, D.C. LT Brent S. Miller is the dental officer and public affairs officer for NMCB 133, Gulfport, Miss.

BUCA Christina Laconcig (right) of Harrisonburg, Va. constructs plank sidewalks at Camp Colt in Bosnia. Working alongside her is Army PFC Erin W. Lindsey (left) of Troy, Mo. (Photo by PH3 Keith W. Devinney)

Top: A Seabee's convoy delivers material to Camp Walker, Bosnia. Right: Camp Kime, Bosnia. Seabees assigned to NMCB 133 load up a 2 1/2-ton truck with Alice packs and flight bags as they prepare for convoy back to the main U.S. Navy Seabee Camp. (Photos by PH3 Keith W. Devinney)

BOSNIA UPDATE

More than 300 Seabees from NMCB 40 recently deployed to Bosnia in support of the Army's First Armored Division. The Seabees deployed from Rota, Spain, to camp Colt, about 60 miles north of Tuzla.

The Seabees are disassembling base camps where Army personnel have been living for nearly a year. The camps are located throughout the northern sector of the American area of operations. The Seabees are also providing maintenance support.

Battalion members received cold-weather training and mine awareness training in Rota and then traveled to Hungary prior to entering Bosnia.

More than 200 pieces of civil engineer support equipment and 100 cavernous shipping containers filled with tools were deployed to the operation. Just three weeks after their presence was requested, the battalion was ready to work.

This is the Seabees second deployment to Bosnia in support of *Operation Joint Endeavor*.

Modern Ben Moreell construction marks new era in family housing

By Martha P. Kessler

On a sunny morning in May 1996, Patti Miller slowly rounded the corner of West Moreell Circle. Her car horn beeped to announce her family's arrival to the new Ben Moreell neighborhood near Naval Base Norfolk. Her husband, Glen, followed driving a truck filled with family possessions. They stopped in front of their three-bedroom home. Patti; Glen; their son, Jerome, 16; and daughter, Jamie, 13, were welcomed by family housing staff, friends and future neighbors.

"I was awake almost all night. I am so excited," said Patti as she hugged the greeters.

Minutes later, Stephen and Julie Charping; their children, Thomas, 6; Jonathan, 5; and Lauren, 4, arrived by van and truck ready to move into their new home, which has four-bedrooms and is one unit away from the Millers.

Then Commander, Naval Base Norfolk, Rear Admiral Robert L. Cole, made moving day special for the second class petty officers and their families. He presented them with house keys on inscribed key rings decorated with red, white and blue streamers and plaques recognizing them as the neighborhood's first occupants. "We're trying to do good things for our Navy people," said Cole.

Immediately following Cole's welcome, the families began moving into the homes, giving interviews to news reporters as television cameras captured the historic moment.

Both families lived in the old Ben Moreell housing before it was demolished to clear land for the first Navy Neighborhoods of Excellence replacement construction. Families will occupy the new homes as completed units are accepted. About 40 former Ben Moreell families will be among the first 388 families to live in the development.

The two-story townhouse-style homes with garages range between 1,190 and 1,550 square feet. The complex consists of three-, four- and five-bedroom units.

The low maintenance and energy efficient aspects of the development will save Navy dollars. Much consideration was given to future maintenance, utility cost and resident concerns during construction material selection.

"These homes are built with materials that require minimal maintenance and they have energy efficient appliances, windows and mechanical systems. For instance, the brick and vinyl sided exteriors provide durability and low maintenance. The

The first Neighborhoods of Excellence replacement construction, Ben Moreell, is at Naval Base Norfolk. The complex for enlisted personnel received its first occupants in May 1996. (Photos by John B. Land)

Second class petty officer Stephen Charping shows son Jonathan a plaque as his wife, Julie, accepts the house keys to their new Ben Moreell home from RADM Robert S. Cole, then Commander, Naval Base Norfolk.

interior wall paint is so tough that crayon and lipstick wash off the wall without damage," said Dr. Betty L. Bates, head of Naval Base Norfolk family housing.

"Our family housing residents participated in a survey to pinpoint their quality of living concerns. They can see those concerns addressed in Ben Moreell," said Bates. The preconstruction survey results gave planners an excellent guide when selecting construction material.

"The survey results told us residents were most concerned with lack of privacy, adequate floor covering, kitchen and laundry spaces. Residents also said housing should be energy efficient and safe," said Bates.

Interior privacy for Ben Moreell residents includes soundproofing between adjoining units with extra thick (3.5 inches) sound barrier insulation, double wood studs and thick plasterboard on walls. Exterior privacy is provided with screened backyards and storage buildings between units.

The living rooms are carpeted. The separate kitchens and laundry rooms have durable vinyl covered floors and plentiful cabinet and storage space.

Extra thick exterior wall insulation has an R-19 rating factor and roof insulation is R-30. The vinyl insulated glass windows have a coating to filter ultraviolet light to avoid interior sun damage to carpet and furnishings without restricting sunlight from entering the home. Other window features are dual weather-stripping and integral interlocks that provide maximum protection against air, dirt and water infiltration.

The homes are also equipped with energy saving furnaces, air-conditioning systems, refrigerators, dishwashers, ranges and hot water heaters. Bathrooms have water saver commodes that use only 1.6 gallons per flush, and tub and shower areas have moisture resistant wallboard.

Safety features include window locks, smoke detectors and overhead fire sprinkler systems that provide immediate area sensors. Security lighting will line the neighborhood streets and each unit has outside garage and entrance lights.

These homes are built with materials that require minimal maintenance and they have energy efficient appliances, windows and mechanical systems.

The development has 20 units that have space for a lift to be installed to allow a disabled person the freedom to move from one floor to another. Larger doorways provide easy access from room to room. Baths have safety support bars. Kitchen counters and cabinets adjust to fit a disabled person's needs.

The comprehensive neighborhood design includes various adult and child recreation areas and a community center.

Martha P. Kessler is the family housing public affairs officer at Naval Base Norfolk, Va.

Ben Moreell homes provide an airy spaciousness.

SCAPS

By Lori Lee

NAVFAC Sponsored Program Gains Certification

The California Environmental Protection Agency (Cal/EPA) has recognized a Naval Facilities Engineering Command (NAVFAC) program as an excellent example of how technology can be used to improve our nation's environment.

In a ceremony held August 13, 1996, Ann Cochran-Heywood, Cal/EPA Deputy Secretary for Environmental Technology, declared the Navy's Site Characterization and Analysis Penetrometer System (SCAPS) a certified technology accepted by Cal/EPA's Department of Toxic Substances Control. Receiving the certificate on behalf of the Navy was William Quade, Director of Environmental Programs for NAVFAC. The certificate is the result of a two-year process in which the Navy SCAPS was tested by independent third parties and found to be effective in identifying underground petroleum, oil and lubricant contamination.

SCAPS is an innovative, truck-mounted monitoring system that is based on a laser-induced fluorescence sensor used to rapidly determine soil types and the presence and extent of below ground petroleum contamination. This method saves time and money, and lends itself to better use of cleanup and monitoring resources.

The benefits of the Cal/EPA certification include: independent, third party verification of the technology's performance, accelerated regulatory acceptance and more rapid commercialization and transfer of SCAPS technology to industry. Because of Cal/EPA's technology certification process, Idaho, Louisiana, Nebraska, New Jersey, New Mexico and Utah have approved SCAPS technology as well.

Thc Naval Facilities Engineering Command is the program sponsor of the Navy SCAPS. Original SCAPS technology was developed jointly by the Navy, Army and Air Force. The Navy SCAPS is being operated with much success in the San Diego, Calif., and Jacksonville, Fla., areas.

William Quade receives a certificate for SCAPS from Ann Cochran- Hewyood, Cal/EPA Deputy Secretary for Environmental Technology.

CECOS: 50 years of training at Port Hueneme

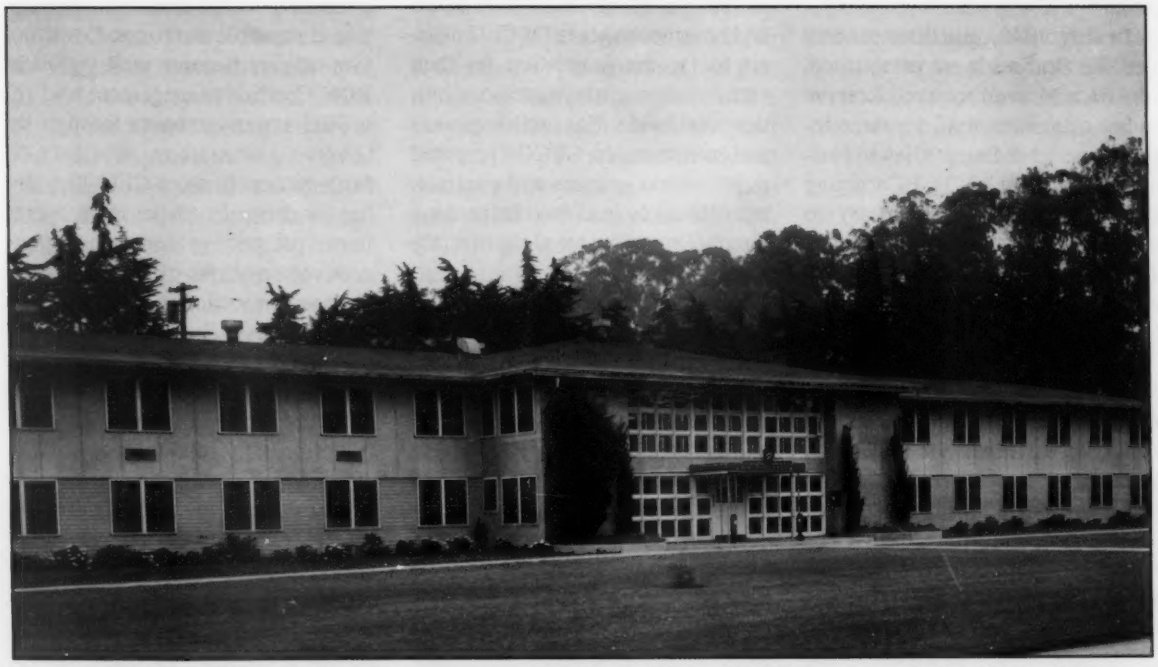
By LTJG Eric Hawn and
ENS Brannen McElmurray

In September the Naval School, Civil Engineer Corps marked its 50th year in Port Hueneme, Calif. Since its inception in 1946, the school, more commonly known as CECOS, has adapted, innovated and overcome many of the challenges brought on by World War II and the subsequent three major military conflicts. Although the Corps originally created the school in response to a World War II Seabee demand, the CECOS of today meets diverse needs of the entire military. Its customers include other service members, as well as numerous civilian personnel.

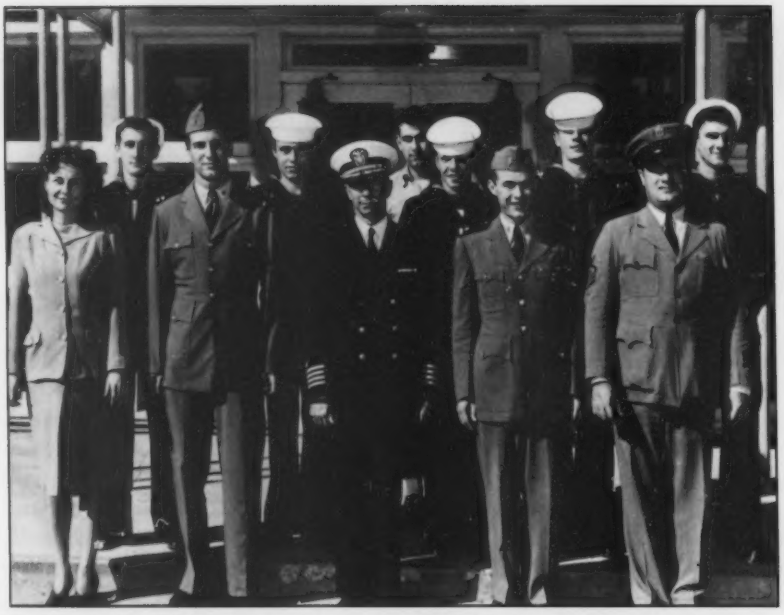
Throughout the years, CECOS has responded rapidly and professionally to the demands of the Corps. Even from the beginning, the school was established in the midst of change. Until the turn of the century, civil engineering graduates and those with experience were evaluated through a 10-day comprehensive exam before gaining a commission in the CEC. While this method proved satisfactory for a peacetime defense, military operations demonstrated a requirement for more formal indoctrination. Just 70 years following the official establishment of the Civil Engineer Corps, the United States began preparing for World War II. Admiral Ben Moreell, recognizing the necessity for a dedicated naval construction force, established the Seabees. He further realized the need for a consistent training program for CEC officers. Consequently, CEC leadership focused primarily on providing officers to command the construction battalions.

As World War II loomed on the horizon, the Navy scrambled to gear up for what was anticipated to become a protracted military engagement in both the European and Pacific theaters. As a temporary, stop-gap method of CEC officer accession, many qualified civilians were allowed to enter the service and train on the job after being shipped out to their initial duty stations. This expedient method of officer accession reinforced, to CEC leadership, the need for a formal and standardized curriculum.

Once the need for structured CEC training became evident the Navy moved quickly to make it a reality.



The old CECOS building at Port Hueneme was the hub of Navy Civil Engineer training since 1946. (Official Navy Photo)



The original staff of instructors at CECOS in 1946. Thousands of Navy civil engineers have been trained at the school. (Official Navy Photo)

From its inception as formal training at Camp Allen in Norfolk, Va., what is now known as CECOS took a winding path to its current home in California.

In July 1942, just three months after the Seabees were established, Adm. Ben Moreell required Reserve Seabee officers to train for three intensive weeks at Camp Allen in Norfolk, Va. In early 1943 CEC training was conducted at Camp Peary in Williamsburg, Va. In July 1943 additional on-the-job public works training was available at Naval Operating Base Norfolk.

By May 1944, the CEC reorganized the officer training curriculum and moved it to Camp Endicott in Davisville, R.I. Finally, in May 1945, the public works courses at Norfolk were consolidated with the officer training curriculum and the Civil Engineer Corps Officer School was born in Davisville.

Within a year, post-war demand for Seabees and access to advance base training areas caused CECOS to move to Port Hueneme in 1946 -- where it has grown over the last 50 years.

Following World War II, the CEC played a large role in the Korean War. Many battalion officers assigned to Korea trained at CECOS. CECOS had become the place for CEC officers to lay the foundation for their careers before assuming responsibilities worldwide. For civil engineers assigned stateside, CECOS prepared public works officers and contracting officers to lead the charge for a rapidly expanding naval shore establishment.

Increasing U.S. involvement in the Vietnam War demanded more officers, many of them reserves, for construction battalions. CECOS continued to forge ahead as a leader of military engineering and became recognized for its standardization of comprehensive training.

During the past two decades, CECOS has integrated many of the issues that face today's Navy into its curriculum, propelling it beyond basic development of its junior officers to an institution that provides continuing education for both military and civilians throughout their careers. Today, newly selected lieutenant commanders, commanders, and captains return to CECOS for training which updates leaders on current DOD and Navy issues and initiatives pertinent to the Civil Engineer Corps. Topics cover public works, resident officer in charge of construction (ROICC) and Seabee issues. Today more than 60 percent of the students are civilians. Over the past half century, CECOS has imbued many federal employees as well as CEC officers with expertise in facilities management and construction.

CECOS also trains officers and enlisted on issues specific to their newly assigned billets. Chief petty officers and senior chief petty officers receive Seabee management training. First and second class petty officers are offered instruction in construction management. CECOS provides a strong public works curriculum, including topics on advanced public works management, facility planning, economic analysis and air installation compatible use zones. Construction officers become well versed in ROICC office management and remedial action contracts through intensive instruction at CECOS. Seabees benefit from CECOS training for construction battalion operations, prospective commanding/executive/operations officers and contingency construction.

The Civil Engineer Corps and CECOS are one of the Navy's best examples of the integration of active duty and reserve officers. Since the inception of the total force concept in 1989, which highlighted the need to fully integrate the active duty and reserve elements of the Navy, the CEC recognized the importance of seamless integration of both components in training so they could operate effectively in war. The basic class at CECOS currently combines reserve and active duty students to achieve

The new CECOS is only five years old and is scheduled to educate future generations of Navy civil engineers at Port Hueneme, Calif.

training objectives.

CECOS has always been a leader in addressing environmental concerns. In the early 1970s, our nation began to recognize the importance of understanding the environmental implications of our past actions. CECOS responded by offering its first environmental course in 1974. By initiating environmental training covering oil spill clean-up, asbestos disposal and ground contamination management, CECOS has helped prove the Navy's commitment to conducting environmentally safe business. To meet increasing demands, CECOS has continued to expand its environmental program, which trains more than 3,000 people annually. With the introduction of the Navy Environmental Training Systems Plan in June 1996, CECOS will, by the end of 1998, teach more than 30 courses in environmental compliance, cleanup and conservation.

With the advent of the Energy Policy Act of 1992 and related executive orders, the Navy assigned much higher priority to energy management. The Corps took the lead in developing and implementing the program which will reduce energy consumption by 30 percent by 2002. To carry out this plan, CECOS provides critical training in the areas of resource management, energy saving technology and partnering to take advantage of utility deregulation.

Each current CEC officer has passed through the turnstiles of CECOS and benefited from its education and vast resources. Since 1946, the institution has served an increasing role as the agent of change for the Corps. In those early years, CECOS standardized the training of the Civil Engineering Corps officers. This process caused the Corps to gel as a community and to earn respect as a profession. With an eye toward the future, CECOS continues to adapt to its near fluid surroundings and provide essential training for the Corps. Today, it serves as a beacon in the midst of change by offering the tools to meet the challenging needs of our world.

LTJG Eric Hawn and ENS Brannen McElmurray were CECOS students when they compiled this article.

21 Complete Basic Training at CECOS

Twenty-one members of basic class number 208 graduated from the Naval School, Civil Engineer Corps Officers, Port Hueneme, Calif. Course work is comprised of eight weeks of specialized training pertinent to the Navy's needs for shore installation engineering, public works management, construction contracting and administration, and Seabee operations.

Basic Class 208

Graduation: April 17, 1996

ENS Titania B. Cross (Pickett)
BSIE / Clemson Univ.
to LANTDIV Oceana, Va.

ENS Michelle J. de la Paz
BS Chem. Eng. / Univ. of Houston
to NAS New Orleans, La.

ENS Patrick G. Doyle
BSCE / Wash. State Univ.
to NAVSTA Rota, Spain

ENS Sabrina G. Durant
BSEE / Univ. of Auburn
to EFA CHES, Washington, D.C.

ENS Cameron J. Geertsema ♦
BSCE / Texas A&M
to NMCB Seven, Gulfport, Miss.

ENS Gary L. Graham Jr.
BSCE / Univ. of Minnesota
to EFA CHES Cont. Off., Annapolis, Md.

LTJG Eric W. Green †
BS Sys. Eng. / USNA
to NMCB Three, Port Hueneme, Calif.

ENS Dean L. Hansen ‡
BSCE / Brigham Young Univ.
to EFA MW Cont. Off., Crane, Ind.

ENS David I. Kang
BS Struc. Eng. / Univ. of Calif. - San Diego
to NAF Adak, Alaska

ENS Scott M. Kosnick
BSCE / Clarkson Univ.
to EFD NORTH Cont. Off., East Pa. Area

CWO2 Diane M. Littrell ♦
to PWC Norfolk, Va.

ENS Matthew McCann
BSCE / Clarkson Univ.
to OICC Guam

ENS Aaron R. Osowiecki
BSME / Univ. of Conn.
to EFD NORTH Cont. Off., New London, Conn.

ENS Anant R. Patel
BSCE / Tenn. Tech. Univ.
to SOUTHWESTDIV Cont. Off., Camp Pendleton, Calif.

ENS Yvonne R. Roberts
BCE / Auburn Univ.
to EFA NW Cont. Off., Adak, Alaska

LTJG William B. Scally
BS Sys. Eng. / USNA
to NAVSUPPACT, La Maddalena, Italy

ENS Joel K. Sensenig
BME / Georgia Inst. of Tech.
to LANTDIV Cont. Off., Roosevelt Roads, PR

ENS Gregg R. Shipp ♦
BSCE / Old Dominion Univ.
to LANTDIV Cont. Off., Oceana, Va.

ENS Kemit W. Spears
BSCE / Univ. of Oklahoma
to MCAS Iwakuni, Japan

ENS Steven J. Stasick
BCE / Cleveland Univ.
to PWC Pensacola, Fla.

ENS Nathalie M. Zielinski
BSIE / Univ. of Washington
to LANTDIV Cont. Off., Keflavik, Iceland

♦ With Distinction

† Class Commander

‡ First in Class

50 Complete Basic Training at CECOS

Fifty members of basic class number 209 graduated from the Naval School, Civil Engineer Corps Officers, Port Hueneme, Calif. Course work is comprised of eight weeks of specialized training pertinent to the Navy's needs for shore installation engineering, public works management, construction contracting and administration, and Seabee operations.

Basic Class 209

Graduation: Sept. 18, 1996

ENS Carlos M. Adarve
BSCE / Georgia Tech.
to NAVSUPPACT,
La Maddalena, Italy

LTJG David M. Alger
BS Cnp. Eng. / Boston Univ.
to PWC Yokosuka, Japan

LT Timothy L. Allen
BSME / USNA
to SOUTHWESTDIV,
San Diego, Calif.

ENS Steven W. Ashton
BSCE / Univ. of Iowa
to NAVSUPPACT,
Souda Bay, Greece

ENS Corey M. Avens
BSSE / USNA
to LANTDIV Cont. Off.,
Jacksonville, N.C.

ENS Dale S. Barrett
MCE / Virginia Tech.
to EFA CHES,
Washington, D.C.

ENS Erik K. Breitenbach
BCE / Georgia Tech.
to NAVSURFWARCEN,
Bethesda, Md.

ENS Amanda J. Brooks
BSME / USNA
to EFA WEST Cont. Off.,
China Lake, Calif.

LT Phillip T. Carter ♦
BSEE / Univ. of Missouri
to EFA MW Cont. Off.,
Great Lakes, Ill.

LT Marc R. Delao ♦
BS Marine Eng. / USNA
to EFD NORTH Cont. Off.,
Newport, R.I.

ENS Jeffrey C. Devivey
BSCE / Texas Tech. Univ.
to LANTDIV Cont. Off.,
Cherry Point, N.C.

ENS Erika M. Drummond
BSE / Pittsburg Univ.
to EFA CHES,
Washington, D.C.

LT Paul R. Faneuf
BSCE / Worcester Poly.
to SOUTHDIV,
Charleston, S.C.

ENS Darrin P. Francom
BSCE / Univ. of Arizona
to SOUTHWESTDIV Cont.
Off., Camp Pendleton,
Calif.

ENS Darrick D. Godfrey ♦
BSCE / Univ. of North Dakota
to EFA NW, Poulsbo,
Wash.

LT John E. Gonzales Jr.
BSME / Univ. of New Mexico
to PWC San Francisco,
Calif.

ENS James L. Hasan
BS Marine Eng. / USNA
to NMCB 40, Port Hueneme, Calif.

LTJG Eric J. Hawn
BS Sys. Eng. / USNA
to LANTDIV Cont. Off.,
Oceana, Va.

ENS Sean J. Haynes
BSOE / Univ. of Rhode Island
to EFD NORTH Cont. Off.,
Newport, R.I.

ENS Jennifer L. Hendricks
BSOE / Texas A&M
to PWC Guam

ENS Kevin S. Hillard
BSCE / Auburn Univ.
to EFA MW Cont. Off.,
Crane, Ind.

LT Robert S. House †
BSEE / Auburn Univ. / MS / PGSCOL
to PWC Pensacola, Fla.

ENS Mark A. Josepha
BSCE / Univ. of Michigan
to DEFLANGINST, Monterey, Calif.

ENS Kini L. Knudson
BSCE / Univ. of Arizona
to EFA MED Cont. Off., Rota, Spain

ENS Alexander M. Kohnen
BS Aero. Eng. / USNA
to PWC Pearl Harbor, Hawaii

ENS Michael J. Lagarde
B Arch. / Southern Univ.
to EFD NORTH Cont. Off., Lakehurst, N.J.

ENS Jeffrey C. Landefeld
BSCE / Univ. of Miami
to SOUTHDIV Cont. Off, Corpus Christi, Texas

ENS Keith E. Lemon
BSCE / Saint Martins
to EFA NW Cont. Off., Everett, Wash.

ENS Jeffrey D. Lengkeek
BSCE / Penn. State
to EFA WEST Cont. Off., Lemoore, Calif.

ENS Matthew D. Lowe
BS Marine Eng. / USNA
to Marine Corps Base, Quantico, Va.

ENS Angela Martinez
BCE / Univ. of Auburn
to PWC Guam

ENS Brannen G. McElmurray
BS Sys. Eng. / USNA
to EFA CHES Cont. Off., Indian Head, Md.

ENS Ricky A. McGlade
to NAVSPECWARFAREGRU One, Coronado, Calif.

ENS Gregory C. Miller
BS Aero. Eng. / USNA
to EFD NORTH Cont. Off., Colts Neck, N.J.

LTJG Michael Monreal ♦
BSCE / Texas A&M
to SOUTHWESTDIV Cont. Off., Camp Pendleton, Calif.

LT Mohammed Ali Naharl
BSME / NED
to Royal Saudi Naval Force

CWO2 Tommy D. Neely
to NMCB Three, Port Hueneme, Calif.

ENS Thomas T. Noravong
BSEE / Kansas State Univ.
to NAVTRACEN, San Diego, Calif.

ENS Robert J. Parsons
BSOE / USNA
to NATNAVMEDCEN, Bethesda, Md.

ENS Roger L. Pirkola
BSME / Michigan Tech.
to EFD NORTH Cont. Off., New London, Conn.

LT Robert W. Preisser Jr.
Physics / USNA
to SOUTHDIV Cont. Off., Jacksonville, Fla.

LT Daniel J. Rawn ♦
BSCE / Ohio State
to SOUTHWESTDIV, San Diego, Calif.

ENS John O. Simpson
BSCE / Univ. of South Carolina
to NMCB Three, Port Hueneme, Calif.

ENS Richard E. Smith
BSCE / Univ. of Wash.
to EFA NW, Poulsbo, Wash.

ENS Michael Y. Snelling
BSEE / UCLA
to NAS, Kingsville, Texas

LT Seresatha Y. Stern
BSEE / Prairie View A&M
to EFA CHES Cont. Off., Quantico, Va.

LT Matthew E. Suess ‡
MSEE / San Diego State Univ.
to NAS Sigonella, Italy

ENS Jeffrey D. Thomas ♦
BS Env. Eng. / New Mexico Tech.
to NMCB 133, Gulfport, Miss.

LT Dale H. Tysor ♦
BEE / Georgia Tech.
to PWC Washington, D.C.

ENS Bernadith C. Usison
BSCE / Univ. of Calif.-Davis
to EFA WEST Cont. Off., Concord, Calif.

♦ With Distinction
† Class Commander
‡ First in Class

Reserve officers in Basic Classes 208 and 209

These reserve officers were part of basic classes 208 and 209. Those who were part of basic class 208 attended during the period January 29, 1996, through February 14, 1996. Reservists in basic class 209 attended during the period July 1, 1996 through July 17, 1996.

Basic Class 208 Attendees

ENS Timothy J. Boyce
BSCE / Univ. of Wash.
to NMCB 18, Fort Lewis, Wash.

ENS Richard M. Burns
BSE / Calif. State Univ. - Fullerton
to NR CBC Port Hueneme, Calif.

ENS Frank D. DeCord Jr.
BSME / Alabama State Univ.
to CBC OPT Port Hueneme, Calif.

ENS Daryll D. Long
BSCE / The Citadel
to EEU NAVFAC, Charleston, S.C.

CWO2 Roger L. Miller
to CBU Four, Phoenix, Ariz.

CWO2 John J. Rose
to NCFSU Two, Port Hueneme, Calif.

LTJG Scott H. Slaughter
BSCE / Louisiana State Univ.
to CBC Gulfport, Miss.

ENS Mark P. Thomasson
MSCE / Louisiana State Univ.
to NMCB 14, Tallahassee, Fla.

ENS Milton W. Washington
BSME / Southern Univ.
to NCFSU Two, Port Hueneme, Calif.

Basic Class 209 Attendees

LTJG John R. Adams
MSCE / Virginia P.I.
to NMCB 23, Fort Belvoir, Va.

ENS Michael A. Frey
BSCE / Old Dominion Univ.
to NMCB 23, Fort Belvoir, Va.

ENS Monte L. Mechler
B Arch. / Texas A&M
to NMCB 22, Dallas, Texas

ENS Steven G. Millard
BS Chem. Eng. / Boise State
to NMCB 18, Fort Lewis, Wash.

ENS Donald C. Panthen
BBA / Pace Univ.
to Seventh NCR, Davisville, R.I.

ENS Eric R. Watson
BSCE / Univ. of Portland
to NMCB 18, Fort Lewis, Wash.

NEWS WORTH REVIEWING

Peyton E. Glenn Jr., winner of Navy Meritorious Civilian Service Award.

LANTDIV employee recognized for solving transformer problems

Peyton E. Glenn Jr., an electrical engineer at Atlantic Division, Naval Facilities Engineering Command, was presented the Navy Meritorious Civilian Service Award for his efforts in resolving technical problems with electrical transformers purchased by the Navy. Glenn was recognized for his "dedicated concern for life safety and mission accomplishment which minimized the possibility of a catastrophic failure and demonstrated tremendous engineering judgment."

Faulty electrical transformers delivered to the Navy in 1993 were traced to numerous manufacturing problems and testing irregularities. He brought together criteria and specification experts from throughout the Navy, along with Navy and industry engineers to significantly strengthen the Navy's technical and contractual requirements.

Glenn also coordinated factory education visits for design and construction engineers, heightened awareness of inspection procedures, and worked with manufacturers to reinforce quality control requirements.

He is head of LANTDIV's electrical engineering branch and has worked at the Atlantic Division for 24 years.

Member of NMCB 4 Recipient of 1995 Moreell Medal

Lieutenant Commander Steven M. Wirsching was assigned to Mobile Construction Battalion Four (NMCB 4) from Port Hueneme, Calif., when chosen as the recipient of the 1995 Moreell Medal. The honor is awarded annually by the Society of American Military Engineers. The selection is the result of Wirsching's outstanding military engineering while serving as operations officer for the Twenty-Second Naval Construction Regiment (22nd NCR) forward element which was assigned to Joint Task Force 160 in support of Operation Sea Signal at Guantanamo Bay, Cuba. Due to his effective management of the overall construction program, engineering assets from each branch of the service were assigned under the 22nd NCR. He led more than 1,000 workers in the accomplishment of 100,000 mandays of construction.

S.A.M.E. presents 1995 Sverdrup award

Lieutenant Darren C. Morton, a member of Naval Mobile Construction Battalion Three (NMCB 3) homeported in Port Hueneme, Calif., was selected as the recipient of the Society of American Military Engineers' (S.A.M.E.) 1995 Sverdrup Award for his outstanding contributions as Officer in Charge of a 38-member detail deployed to Zagreb, Croatia. The Sverdrup is awarded annually to an active-duty military engineer under 36 years of age.

Morton's detail, under the operational control of the United States Hospital Commander and the Commander, Joint Task Force Provide Promise (forward), provided the sole public works and engineering support to the hospital and the entire U.S. contingent in Zagreb. He directed and managed the completion of more than 2,700 man-days of direct labor and more than 1,800 man-days of indirect labor in support of U.S. Hospital Zagreb.

NAVFAC enters into limited partnership

Naval Facilities Engineering Command (NAVFAC) entered into a unique limited partnership with Landmark Organization Inc., of Austin, Texas, to build quality affordable housing for military families in the Coastal Bend area. Under the terms of the limited partnership, Landmark will be a general partner, and the Navy a limited partner, through the investment of cash.

The housing project marks the first time the Department of Defense has used legislation, enacted by Congress in 1995 and 1996, which allows the military to enter into limited partnerships with private developers for the development of military family housing. The Navy is the first military service to take advantage of this legislation.

In addition to 302 townhomes scheduled for construction in Portland, Texas, the agreement calls for another 102 homes to be built near Naval Air Station Kingsville, Texas.

Total cost of the project is estimated at $30 million, with the Navy investing $9.5 million. The agreement gives the general partner, Landmark Organization, Inc., the option of selling the projects at year 10 or 15 on the open market.

Plans call for the housing developments to feature all the amenities of privately built townhome communities. Swimming pools, hot tubs, baseball and soccer fields, and basketball courts will make the new communities examples of the Navy's commitment to enhanced quality of life for its Sailors and their families.

CONCAP to the rescue

Natural disasters, regional conflicts and humanitarian aid are contingency operations in which U.S. military forces have become increasingly involved. The Naval Facilities Engineering Command (NAVFAC) now has a powerful new tool to support such missions, the Emergency Construction Capabilities Contract (CONCAP). This contract provides the Navy with the ability to go anywhere and construct anything — for a price.

Contingency situations such as Somalia, Haiti and Hurricane Andrew required Navy contracting officers to react immediately to emergency construction requirements. Standard government contracting vehicles are often too slow and cumbersome to support such rapidly developing contingency operations. CONCAP was conceived as an innovative contracting vehicle to maintain large, world-class construction contractors "at the ready" to respond to global contingencies involving U.S. military forces in a stand-alone status, or as part of a United Nations, North Atlantic Treaty Organization or multinational force.

A single CONCAP solicitation, issued in February 1995, resulted in two contracts — one for the Atlantic Division (LANTDIV) and one for the Pacific Division (PACDIV). They have identical scopes of work, but the locations are different. Either contract can be used as backup support for the other primary area of responsibility. CONCAP's basic term is one year with four one-year renewal options.

LANTDIV has successfully employed this tool several times to provide immediate repairs in the aftermath of hurricanes throughout their area of operations. On the most recent case, LANTDIV had a CONCAP contractor in place to start repairs at Marine Corps Base, Camp Lejeune, N.C., the day after Hurricane Bertha hit.

NAVFAC, Atlantic Division, in Norfolk, Va., administers the CONCAP contract covering Canada, the U.S. east of the Mississippi River, Central and South America, the Atlantic Ocean, Europe, Africa and Southwest Asia. NAVFAC, Pacific Division, in Pearl Harbor, Hawaii, administers CONCAP for Alaska, the U.S. west of the Mississippi River, Southwest Asia and areas in the Pacific and Indian Oceans. The two areas overlap in Southwest Asia. The commander of either division could be tasked to provide support in any geographic area.

Types of construction and products that could be required under CONCAP include construction of airfields, ports, warehouses, roads, bridges, hospitals, utilities and other support facilities; utility and facility operations; wide area decontamination; and environmental restoration.

Acquisition Standdown

The Navy Acquisition Reform Acceleration Standdown Day on May 31 was designed to allow all segments of the Navy acquisition team time to stop and reflect on ways of doing business more efficiently.

Naval Facilities Engineering Command and all of its divisions make up an important part of the Navy acquisition team due to the contracting process and the number of goods and services that must be contracted out in the course of regular business.

Assistant Secretary of the Navy for Research, Development and Acquisition John W. Douglass marked the day by challenging all Navy acquisition professionals to "create excellence from adversity and draw strength from our diversity."

In Appreciation

Rear Admiral Lewis B. Combs

Retired Rear Admiral Lewis B. Combs, who during a 30-year Navy career helped shape the Civil Engineer Corps and the Seabee organization, died of natural causes May 20, 1996. Combs was 101.

Combs served in both World War I and World War II and is credited with having a leading role in the expansion of the Civil Engineer Corps and the organization and development of the Naval Construction Battalions (Seabees). Combs was instrumental in the formulation of the Seabees and believed that Navy construction men should be able to fight to defend what they built.

Combs received his degree from Rensselaer Polytechnic Institute in Rensselaer, N.Y. in 1916 and was appointed assistant civil engineer with the rank of lieutenant (junior grade) in 1917 in the U.S. Navy. His Navy CEC assignments included tours of duty with the Treaty Engineers in the Republic of Haiti, Public Works Organization for the 11th Naval District and Naval Operating Base, San Diego, Calif., and as Public Works Officer in the 16th Naval District at Navy Yard Cavite, Philippines.

In 1937 Combs became Officer in Charge of the Naval Experimental Model Basin in Carderock, Md. In 1938 Combs was appointed Assistant Chief of the Bureau of Yards and Docks where he served throughout World War II. He was promoted to rear admiral in 1942.

In March 1946 he became Director of the Atlantic Division, Bureau of Yards and Docks, headquartered in New York City. He remained there until relieved of all active duty on Oct. 23, 1947 pending his retirement on Dec. 1, 1947.

During his career Combs was awarded the Distinguished Service Medal, the Victory Medal (World War I), Haitian Campaign Medal, American Defense Service Medal, American Campaign Medal, and the World War II Victory Medal among others.

Following his Navy career Combs returned to Rensselaer Polytechnic Institute to teach. He achieved the status of Professor Emeritus before retiring from teaching as R.P.I.'s Head of the Civil Engineering Department in 1963.

Combs was preceded in death by his wife of 71 years, Laura Combs, who died in March.

Seabees from the 1st Platoon Detachment of NMCB 133 clean their M-16A1 rifles in preparation for their deployment to Bosnia. (Photo by PH2 Douglas Mooney)

DEPARTMENT OF THE NAVY

Navy Civil Engineer Code OODA/OODB
Naval Facilities Engineering Command
200 Stovall St
Alexandria VA 22332-2300

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